



Aviation Management Council

Attn: Pat Moore, Executive Secretary
3833 South Development Avenue
Boise, Idaho 83705



AMC Meeting **December 4, 2000**

Present for the meeting were Elmer Hurd (Chair), Bob Martin, Mick McCurry, Mike Martin, Rich Denker, Asher Williams, Bob Galloway, Eldon Askelson, Dennis Lamun and Pat Moore (Secretary).

1. Minutes from the September meeting were discussed. Edits will be made and they will be approved and put on the web later this month.

2. Oversight Team reports:

Operations Oversight Team (McCurry): The status of charters for the committees under the Operations Oversight Team was reported. The smokejumper group charter is being rewritten. The new Air Tactical Group Steering Committee has a charter drafted and awaiting approval and signature. Elmer and Bob will check and see if Mick has any comments on the draft. SEATs has a charter that was signed; Dennis will get copies to Elmer and Pat Moore. The Flight Following Steering Committee has a signed charter. ILOG has an operating plan but no charter yet. A draft is being done. The IHOPS charter is signed. The charter for the Training and Qualifications Working Team was signed several years' ago and is being revised.

The Airtanker Board is working on their reorganization and will select their new Chairperson. Membership on the Board will change as more technical people are added to deal with the new responsibilities assigned to the Board.

The Flight Following Steering Committee has asked for an extension on their report as they still have needed data missing.

Selection of Chairs for committees was briefly discussed. Each committee will appoint/select their Chairperson according to their charters or as directed by their Oversight Team.

There are no operating plans for the Operations Oversight Team or its committees for 2001. They will be worked on in the upcoming months.

Business Management Oversight Team (Martin): The three committees under the purview of the Business Management Oversight Team have no charters. Their preference is to complete assignments as they are received. It was agreed they do not need charters at this time. Operating plans were presented for IRM, Finance and Acquisition. They have been approved and signed. A Forest Service representative is needed on the IRM group. (Bob Martin will take care of this item.)

The Acquisition Committee has training scheduled toward the end of February so is on track.

Smokejumper Aircraft - the Forest Service has contracted for four aircraft and OAS for a Twin Otter. Alaska will have two or three new aircraft this year. The FS and OAS are doing their own solicitation at this time. Specifications will be written by both for the same kind of platforms this year so that next year everything should be in place for joint solicitation. Another large transport is also being contracted for this year.

3. AC contracts (See above.)

4. Joint standards for interagency fire and compliance (Hurd): A discussion followed on interagency air tactical standards and their adoption interagency-wide. The adopted standards are not being used consistently in some Regions. This will receive attention by DOI and FS to improve consistency in application. Bob Martin asked to be notified on any inconsistent application of standards that occur within the FS.

A question was asked about Traffic Collision Avoidance Systems and whether they should be put on smokejumper aircraft? After some discussion it was agreed to table this issue until Dennis Lamun can arrange a meeting to discuss the issue. The Base Manager's Meeting last week had a discussion on TCAS and it is the major issue in joint contracting between USFS and DOI. (Subsequently, a meeting was planned for Wednesday, December 6, to discuss this issue.)

It was noted that the fixed wing folks have had a problem agreeing on interagency standards because the smokejumpers don't meet with Air Attack and ATGS folks to discuss any issues or problems. There is no fixed wing oversight group. An interagency inspectors workshop where issues could be discussed would help.

It was decided that an oversight committee will be set up within the Operations Oversight Team to deal with fixed wing aircraft issues. They can take care of the inspector group, ATGS, and fixed wing in general. The committee will be similar to the helicopter group. The goal will be to have policy guiding the contracts instead of the other way around.

5. Smokejumper aircraft planning (B.Martin): Bob discussed MAFFS and Homeland Defense. The FS held meetings to talk about Homeland Defense and the National Guard's ability to provide more routine services than they have in the past (including

natural disasters). In the ASM we agreed to have 20 platforms and the FS was trying to determine if the Air Guard could provide flight crews and platforms to supplement what we currently have. We are also looking at supplementing the smokejumper program if it is feasible from a cost standpoint for them to provide additional support over and above what they provide now. They plan to have something back to the FS within a week or so to show their capability and what it will cost. There is a meeting with the Army Guard scheduled for January 8. The plan is to discuss not only things like helicopter crew chiefs, but also firefighters.

A contract was awarded for a new MAFFS. The prototype should be ready by January of next year.

6. ATGS and Air Attack coordination: A USFS letter was issued explaining that they are going with the ASM concept. Asher and Tony are working on implementation groups. Aircraft will be evaluated and the best platform determined. FS is looking to replace the Barons. As new platforms come on, they will be ASM. The transition will be implemented over several years. Three categories of ASM do exist, but the labeling is not the same; the terminology has changed. BLM has gone to ASM but leadplane will be flown when asked. Procedures and expectations are the same.

7. Bob Martin reported on items from last meeting: PNW is doing a SEATs needs analysis for the FS. There appears to be a need for additional SEATs. There will probably be a contract at Wenatchee. R-3 may also have a contract. The FS is changing their policy regarding SEATS. There is no standard to preplan and contract for them. OAS will do procurement.

8. All were asked to update membership lists and get them back to Pat Moore.

9. SASEB (Askelson): The SASEB charter has been sent out; will get out planned activities, etc.

10. It was noted that the Federal Fire and Aviation Leadership Council was forming a National Fire and Aviation Safety Committee: AMC may need representation on this group. We will see how they function before asking for representation. Elmer and Bob will meet with the Leadership Counsel to discuss their needs.

Next meeting - March. Will e-mail date and location.